The A. F. of L. Weekly News Service gives news accounts and editorial interpretation of matters affecting labor occurring in the industrial, legislative and judicial fields, and contains other information of benefit to the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

Entered as second-class matter September 30, 1912, at the Post Office at Washington, D. C., under the Act of August 24, 1912. Acceptance for mailing at special rate of postage provided for in Sec. 1103, Act of October 3, 1917, authorized July 11, 1918.

He that speaks sows and he that holds his peace gathers.—George Herbert.

WHOLE NO. 1330 WILLIAM GREEN, President WASHINGTON, D. C., SATURDAY, OCTOBER 10, 1936 FRANK MORRISON, Secretary-Treasurer VOL. 26, NO. 41

Shall Seamen Have Holidays With Pay?

Maritime Session of International Labor Conference at Geneva Expected to Act Favorably on Controversy.

By A. F. of L. News Service.

A decided government sentiment in favor of adopting regulations providing for paid vacations for seamen by the Special Maritime Session of the International Labor Conference, now in session at Geneva, Switzerland, is indicated in replies to a questionnaire sent by the International Labor Office to the 62 states having membership in the I. L. O., according to an official statement.

Only one state—Rumania—is definitely negative to the proposal. The government of that country does not consider that international regulations of this kind are expedient, and says that the question should be settled by national legislation.

Some Replies Are Not Specific

Sixteen governments—Belgium, Denmark, Estonia, Finland, France, Great Britain, Greece. India, Japan, The Netherlands, Norway, Poland, Portugal, Spain, Sweden and Yugoslavia—are on record either as being expressly in favor of adopting some kind of international regulations, or at least as not being opposed.

Three governments—Australia, Canada and the Irish Free State—do not give specific replies. Australia states that it is actively interested in the question and is prepared to cooperate with the International Labor Office for the amelioration of working conditions of seamen throughout the world; while the Irish Free State says that it is desirous of assisting in any examination designed to secure the satisfactory international regulation of the conditions of employment of seamen.

Canada, though recognizing the importance of the problem of paid vacations for seamen to all maritime countries, appears to be in doubt as to whether "at present and pending further developments" the more suitable method for dealing with the problem is national or international agreement.

The United States reserves its observations for presentation at the Conference.

Among the 16 governments favorably disposed to international regulations there is some division of opinion as to the course to be pursued. Belgium, Denmark, France, The Netherlands, Norway, Poland, Spain and Sweden favor the adoption of a draft convention, that is an international treaty; while Estonia, Great Britain, Greece, Portugal and Yugoslavia prefer a recommendation, that is, an international program designed to be made effective by national action. But India and Japan favor a draft convention covering paid vacations for officers and a recommendation covering paid vacation for lower ratings.

Sweden Favors Paid Vacations

The Swedish government, pointing out that the reasons usually advanced as an argument in favor of the right of other employes to vacations cannot with the same justice be adduced in support of the demand for statutory vacations for seamen, says:

"Leisure time and a varied life fall to the general lot of seamen and may appear to make vacations less essential. Other circumstances, however, may be considered to urge in favor of the granting of vacations to seamen.

"By their calling, seamen are very much cut off from enjoying family life like their fellow citizens, from maintaining contact with relations and friends, from taking part in social life and the trade union movement, and from looking after their economic and other affairs.

"To some extent vacations would remove these disadvantages. Further, seamen's vacations may reasonably be considered to constitute a certain compensation for the loss of leisure on Sundays and holidays to which seamen must submit to a greater or lesser extent."

Approved for Commercial Employes

The twentieth session of the International Labor Conference, held in Geneva last June, adopted, by a vote of 95 to 16, a draft convention prescribing paid vacations for persons employed in commercial undertakings and establishments. This convention provided that, after one year's continuous service, such persons should be entitled to an annual vacation of at least six working days with pay. It is also provided that the duration of the holiday should increase progressively with length of service.

The convention for seamen, which will be submitted to the maritime session, has been drafted along similar lines. It provides that after one year's continuous service, officers and wireless operators shall be entitled to an annual vacation of at least 12 working days and other ratings to an annual vacation of at least six working days.

The convention also provides that service off articles shall be included in the reckoning of continuous service and that short interruptions of service not due to the fault of the employee and not exceeding a total of six weeks shall not be deemed to break the continuity of periods of service which precede and follow them.

For the adoption of a convention a two-thirds majority vote the Conference is required. The governments control half the total votes, the other half being divided between the seamen's and shipowners' representatives.

EDITORIALS

CIVILIAN CONSERVATION CORPS ACHIEVEMENTS

A forceful birds-eye view of the constructive and beneficial work performed by the Civilian Conservation Corps in cooperation with states and other federal agencies is given in the latest report of Robert Fechner, Director of the CCC.

He said that the Civilian Conservation Corps, during the period extending from its organization in April, 1933, to August 1, 1936, had planted 770,422,100 trees (seedlings), spent 2,940,865 man-days fighting forest and brush fires, built 2,528,929 erosion control dams, 77,428 miles of roads and trails, 49,679 miles of telephone lines, 2,750 lookout houses and towers, 50,940 miles of fire brakes, reduced fire hazards on 1,555,463 acres, improved forest stands on 2,462,890 acres, conducted rodent control operations over 22,312,372 acres, and covered 12,089,371 acres in control of tree-attacking insects and diseases. Mr. Fechner pointed out that most of the tree planting was in Minnesota, Michigan and Wisconsin. He said planting this year would probably total 600,000,000 seedlings.

The report of Mr. Fechner exemplifies the carrying out of the original purpose of the Civilian Conservation Corps, which was formed to enroll unemployed young men between the ages of 18 and 25 to protect and improve the nation's forest lands. The youths are stationed at forest camps and given a cash allowance of $30 per month of which not less than $23 is sent to dependents. In addition each CCC worker is provided with food, clothing and medical care and given educational facilities.

The general purpose of the camps carries the commendation of the American Federation of Labor.

MERCHANT SHIP HOURS AND MANNING

Long-sought regulation of hours and manning on merchant ships engaged in international trade approaches a reality as the outcome of the Special Maritime Session of the International Labor Conference now meeting in Geneva, Switzerland.

On the basis of favorable views submitted by the various governments with maritime interests the International Labor Office announced that it would submit to the conference a draft of a convention, frequently called an international treaty, stipulating rules as to hours which seamen shall work and the number of watches in manning. These rules, of course, apply exclusively to ships engaged in foreign trade and leave each government absolutely free to regulate its own coastal and local trade. Coastal trade in most countries, as in the United States, is a monopoly of national ships.

The rules in the proposed convention include an eight-hour day with six hours extra per week for deck subordinate personnel on ships over 2,500 tons, and a 50-hour week for deck staff employed as day workers; an eight-hour day in the engine room and stokehold in ships over 700 tons; an eight-hour day in port for deck, engineroom and stokehold personnel; 12 hours' rest in every 24 hours in the stewards' department, and a 10-hour day for the stewards' department on cargo ships over 2,500 tons.

Turning to the question of manning the I. L. O. convention draft provides that ships over 2,500 tons shall have three mates, ships over 700 tons two mates, and sufficient engineer officers to maintain three watches on ships over 700 tons. The draft also stipulates a minimum manning scale in deck hands for ships over 700 tons classified according to three tonnage groups—700 to 2,500 tons, 2,501 to 6,000 tons, and over 6,000 tons.

Another important feature of the proposal relative to manning is a requirement as to the number of skilled deck hands to be included in the minimum complement of able-bodied seamen. The draft sets forth that they must be at least 19 years old and must either have had three years' previous sea service on deck or hold a government certificate attesting that their efficiency is equal to that of the standard of the average man with three years' service.

The draft convention submitted by the International Labor Office is subject to revision by the conference. The delegation from the United States Government announces that it is opposed to hours in excess of the eight-hour day and will undertake to have the conference include a ban on overtime provisions.

Proposals adopted by the International Labor Conferences are necessarily compromises between the views of the three groups—governments, employers and employes—but it is to be hoped that constructive measures for reducing the hours and improving the general work conditions of seamen will result from the present meeting in Geneva.

COURT METHODS INVOLVE LONG-DELAYED DECISIONS

Kansas City, Mo. (AFLNS).—The years and years frequently consumed by courts in deciding cases involving property rights were revealed in the final decision of Federal Judge Albert L. Reeves here in holding the liquidating agents and all of the 279 shareholders of the Continental National Bank of Kansas City liable for a $130,000 judgment made in 1927 in favor of the Holland Banking Company of Springfield, Mo.

The incident involved the handling by the Continental Bank of notes of the president and cashier of the Holland Bank which became insolvent in 1924. The case dragged through county courts, was taken to the Missouri Supreme Court, and now 15 years after the matter originated the federal district court here has made a final ruling.

Sea Labor Parley Opens at Geneva

Manning, Hours of Work, Compensation for Sickness, and Other Seamen's Welfare Subjects Are on the Agenda.

By A. F. of L. News Service.

Geneva, Switzerland.—The Special Maritime Session of the International Labor Conference to consider various questions regarding the welfare of seamen opened here October 6 with a full attendance of delegates representing the governments, shipowners and seamen of practically all of the maritime nations which have membership in the International Labor Office.

The agenda prepared for the session indicates the broad scope of subjects which the delegates have been convened to consider. The conference will undertake to reach an agreement on the following questions:

1. Regulation of hours of work on board ship.
2. Manning in conjunction with hours of work on board ship.
3. Protection of seamen in case of sickness (including the treatment of seamen injured on board ship), i. e., (a) the individual liability of the shipowner towards sick or injured seamen; (b) sickness insurance for seamen.
4. Promotion of seamen's welfare in ports.
5. Establishment by each maritime country of a minimum requirement of professional capacity in the case of captains, navigating and engineer officers in charge of watches on board merchant ships.
6. Holidays with pay for seamen.

Delegates from United States

The membership of the United States delegation is as follows:

Government delegate:

Robert W. Bruere, delegate on the part of the United States to a preparatory technical tripartite meeting of the 24 principal maritime countries held at Geneva, November - December, 1935. Member of Camden (shipbuilding) Arbitration Board.

Advisers to the government delegate:

Kenyon B. FitzGerald, U. S. N. R. master mariner. Formerly technical adviser and assistant deputy administrator, shipping section of the National Recovery Administration.

Charles W. Sanders, chief, Shipping Service, Bureau of Marine Inspection and Navigation, Commerce Department.

E. P. Hohman, Ph. D., associate professor of economics, Northwestern University, Evanston, Ill. Author of works on maritime labor.

John Hemphill, attorney at law, Philadelphia, specializing in admiralty practice, and member of the Merchant Marine Committee of Philadelphia Chamber of Commerce, 1929-30.

Carter Goodrich, United States Labor Commissioner at Geneva.

W. Ellison Chalmers, Assistant United States Labor Commissioner at Geneva.

Shipowners' delegate:

Lieut. Commander R. C. Lee, U. S. N. R., United States Naval Academy, 1910. Vice president, Moore & McCormack Co., Inc.

Adviser to shipowners' delegate:

Paul Henry Harwood, assistant manager, marine department of Standard Oil Co. of New Jersey.

Seamen's delegate:

Paul Scharrenberg, legislative representative, International Seamen's Union of America; editor, The Seamen's Journal.

Advisers to Seamen's delegate:

Bertram Warn, Marine Cooks and Stewards' Union, International Seamen's Union of America.

John McGinn, Marine Firemen, Oilers, Watertenders, and Coal Passers' Union, International Seamen's Union of America.

At the conclusion of this conference a special session will be convened on October 22 to consider proposals for revising a convention which was adopted in 1921 fixing a minimum age of 14 years for employment at sea. It is proposed that the age limit shall be raised to 15 years.

C. F. HOHMANN, BAKERS' SECRETARY, DIES AT 56

By A. F. of L. News Service.

The entire labor movement was shocked at the death of Charles F. Hohmann, financial secretary of the Bakery and Confectionery Workers' International Union of America, who suffered a paralytic stroke while attending the convention of the union at Pittsburgh, Pa., and died the following day at St. Francis Hospital in that city. He had served as financial secretary for nine months, having assumed the functions of that office on the demise of Henry Koch, the former international secretary of the Bakers' Union.

Mr. Hohmann was born in Saxony, Germany, in January, 1880. He came to the United States in 1894, landing in New York City with only $5. As a boy he secured employment in the bakery industry, starting at $6 a month wages, which were increased two years later to $6 a week with another employer.

He joined Local No. 164 of the Bakers' Union in 1897. Following the contribution of short stories connected with the bakers' life, he joined the reportorial staff of the New York Volkszeitung in 1902, ultimately becoming that paper's labor editor.

In 1908 Mr. Hohmann was appointed editor of the Bakers' Journal, and in 1922, following the death of Corresponding Secretary Iffland, this function was entrusted to Mr. Hohmann and at the succeeding convention both offices were combined. He served in this dual capacity until the March, 1936, annual session of the general executive board of the union.

The funeral services, held at Chicago, Ill., on October 3, were attended by men and women representing every phase of life.

On behalf of the International Bakers' Union, International Corresponding Secretary Joseph Schmidt made an address in which he paid a tribute to the deceased as one of those who have devoted their lives to the ideals of human rights and liberties.

Appropriate songs were rendered by the Chicago Bakers' Singing Society.

William Schoenberg attended the funeral as the personal representative of President William Green of the American Federation of Labor.

OHIO TRADE UNIONS URGE UNITY IN LABOR'S RANKS

By A. F. of L. News Service.

The annual convention of the Ohio State Federation of Labor, held at Springfield, Ohio, adopted a resolution reported by the committee on miscellaneous business stressing the paramount necessity of unity in the labor movement and emphasizing the belief that the controversy between the American Federation of Labor and the Committee for Industrial Organization would ultimately be adjusted so as to restore unity.

Taking as its keynote the statement by President Green of the A. F. of L. that everything possible should be done "to heal the breach, to settle the controversy and bring about unity and solidarity within the American Federation of Labor," the resolution directed attention to the harmful results that are sure to follow if the division in the ranks of labor becomes permanent, and expressed the hope that the leaders in the controversy would find a method of adjusting the differences along lines which will restore harmony.

In furtherance of this hope, the resolution urged the "representatives of the Executive Council of the American Federation of Labor and the trade union officials now comprising the Committee for Industrial Organization to confer with each other for the purpose of developing some agreeable arrangement that will increase rather than diminish unity in the trade union movement and that will effectuate the desire of all concerned to extend trade union organization among all classes of workers in the United States."

The resolution closed with a declaration expressing the opinion that "the vast majority of the trade unionists in the State of Ohio desire to remain loyal to the American Federation of Labor."

DANGEROUS AUTO DRIVERS

By A. F. of L. News Service.

The menace to pedestrians and others of many automobile drivers is strikingly indicated in the number of licenses to drive which were revoked or suspended in New York State during the first two weeks in September. The number totaled 733, of which Commissioner of Motor Vehicles Charles A. Harnett said 220 cases would require proof of financial responsibility before applications for new licenses would be considered.

The major causes for revocation were: Driving while intoxicated, leaving scene of accident, failure to pay registration fee, failure to renew license, false statement on application, reckless driving, speeding, convicted of felony, use of narcotics, violation of penal law, convicted of assault, second degree manslaughter, and failure to report change of residence.

500 Locked Out by Hosiery Plant Owner in Tennessee

Knoxville, Tenn. (AFLNS).—Joseph P. Gaut, president of the Holston Manufacturing Co. here, doesn't propose to have any of his employes monkeying with the dictatorship which he manifests in operating his plant.

He dismissed five of his employes. A committee of local 94 of the American Federation of Hosiery Workers complained of the dismissal and asked that the employes be re-instated. When the 500 employes returned to the factory from lunch they found that Gaut had closed the doors.

In explaining his action he said the employes "were in the mill all the morning and performed no work—they just sat around." Jack Bradshaw, president of the local said the company's action "constitutes a lockout."

Gaut claimed the six men were dismissed for shutting off the motors in the ribbing department.

Miss Perkins Backs Federal Spending to Help Recovery

Asbury Park, N. J. (AFLNS).—A strong defense of the large appropriations made by the Federal Government during the last three years to provide relief for the unemployed and financial assistance to business was made by Secretary of Labor Frances Perkins in an address here. She described the government's recovery program as "building spending power from the ground instead of waiting for it to trickle down from the top." She said "the result has been an improvement in every segment of the economic order," adding:

"The money spent on construction projects to add to the national wealth and to save for the future has been about a third as great as the $30,000,000,000 the United States incurred as a World War expense in a year and a half.

"We have school houses, roads and streets, bridges, dams, canals and power plants and many other public improvements to show for the money which has been spent to aid our people and to prime the pump for private industry."

Troops Sent to Guard Mill Opening in South Carolina

Union, S. C. (AFLNS).—On the recommendation of State Labor Commissioner John W. Nates a company of National Guardsmen, mobilized on orders from Gov. Olin D. Johnston, marched into Union to maintain order at the Monarch Textile Mills on the resumption of operations after a strike shutdown. Mr. Nates said the soldiers had been requested by the United Textile Workers of America.

Governor Johnston said he ordered the troops to replace 75 deputies sworn in by Sheriff J. G. Faucett, who he feared might act "hastily" in case of an emergency. National Guard officers were instructed to maintain an "entirely neutral" attitude.

The strike at the plant, which normally employs about 800 operators, was called September 9 after the management refused to reinstate a worker whom the employes claim was unjustly discharged. The plant had recently opened for partial operations after being closed for more than two weeks. The deep animosity of the strikers and their sympathizers was aroused by the action of the management in planting 75 deputies at the mill.

In reply to a so-called citizens' committee of 129 persons which adopted resolutions criticizing the calling out of troops, Labor Commissioner Nates said he believed a majority of citizens at Union would "prefer troops to inexperienced men." Governor Johnston said: "I still think troops can handle the situation much better than deputies paid by the mill."

United States Asks 3-Watch Ship Plan

Government Delegates to Geneva Maritime Conference Also Advocate 8-Hour Day and Overtime Ban.

By A. F. of L. News Service.

The United States Government has submitted a proposal advocating the adoption of the three-watch system and eight-hour day without overtime to the Special Maritime Session of the International Labor Conference at Geneva, Switzerland, convened to consider hours of work and manning of ships engaged in international trade.

"In most ships engaged in distant trades, the three-watch system and eight-hour day are more or less the general rule in the engine room and stokehold," according to a statement on the proposal by the International Labor Office, but "the deck personnel is still working the old two-watch system, which calls for a 12-hour day or longer."

It is officially stated that practically all of the nations which have sent delegates to the Maritime Conference favor some form of international regulation of hours of work and manning.

Argument for Three-Watch System

The United States also suggests that the number of officers carried on deck, in the engine room and stokehold, and the number of wireless operators should be adequate to give effect, on the basis of three equal watches, to the three-watch system. In support of its proposal the United States says:

"While thus advocating the three-watch system and the eight-hour work day as standard, the Government of the United States recognizes the existence of conditions not involving safety of passengers, crew or vessel but of an economic character which require exceptions to the rule.

"All such cases should, however, in the view of the Government of the United States, be clearly recognized as exceptions and should, therefore, be subject to review and approval by the appropriate governmental authority after consultation with the representatives of the industrial organizations which are most representative of employers or work people as the case may be.

Reasons for Overtime Ban

"The Government of the United States desires to emphasize its opposition to overtime provisions as a part of the standard watch and hour arrangements. To permit the inclusion of such provisions in the standard watch and hour schedule would not only confuse the problem of hours and manning with the problem of wages but would also contravene a major purpose of the three-watch and eight-hour rule which is to keep all members of the crew in a condition of instant fitness to meet any emergency."

Practically all of the other 62 nations having membership in the International Labor Office to which a questionnaire regarding regulation of ship labor was sent, expressing the view that some allowance for overtime is unavoidable, and that it should be paid for at extra rates or be compensated by equivalent time off in port.

Agreed on Eight-Hour Day

"Most of the countries are ready to accept an eight-hour day in port for deck and engine room personnel," the I. L. O. statement said, adding:

"At sea and on arrival and sailing days, in ships trading beyond certain nearby limits, most of the countries favor the eight-hour day principle for engine room and stokehold personnel. As regards hours of work for the subordinate staff on ships of this character, most of the countries—notably Great Britain, the Netherlands and the Scandinavian countries—agree to the eight-hour principle, with possible extensions of time on arrival and sailing days.

"France not only advocates an eight-hour day and 40-hour week, but even favors a reduction of hours below 48 per week."

Publicly Owned Coal Industry Urged by British Labor Officials

By A. F. of L. News Service.

The executive committee of the British Labor party included government ownership of the coal industry in its recommendations to the thirty-sixth annual party conference in Edinburgh, Scotland.

The report on the coal industry said the business should be brought under public ownership, and a British corporation, working solely in the public interest, should be responsible for its proper direction and efficent management.

The executive committee also deplored the malnutrition which it alleged is prevalent in Great Britain and urged the party to take steps at once to supply milk to children both in and out of school and to expectant and nursing mothers.

Jail Penalty of Only Three Years for Theft of $150,000

Goderich, Ont., Can.—John J. Huggard, a lawyer of Seaforth, charged with theft and conversion involving about $150,000, was sentenced to serve three years in the penitentiary. Those who lost money or stocks included many of the townspeople and countryfolk of the district where Huggard had been prominent as a lawyer. He disappeared from his office last spring and later was loctaed in Los Angeles, where he voluntarily surrendered.

Civilian Conservation Corps Plans Enrollment of 100,000

Washington, D. C. (AFLNS).—Robert Fechner, Director of the Civilian Conservation Corps, announced plans for the immediate enrollment of 100,000 new unemployed men to replace those who have left CCC camps to accept private employment.

The replacement program, Mr. Fechner said, was ordered to bring the corps up to its authorized strength of 350,000. To reach this point 97,525 unemployed young men will be required, 7,120 war veterans and 4,991 local experienced men.

LABOR BOARD WINS ONE CASE, LOSES ANOTHER

Richmond, Va. (AFLNS). — The United States Circuit Court of Appeals for the Fourth Judicial Circuit upheld the decision of the National Labor Relations Board ordering the Washington, Virginia and Maryland Coach Company to "cease and desist" from discouraging employes from joining the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America and directing the company to reinstate several employes who were allegedly discharged last spring for union affiliation.

The bus company operates principally between Washington, D. C., and nearby Virginia towns, with repair shops located in Clarendon, Va.

The company refused to obey the order of the Labor Relations Board on the ground that the National Labor Act was unconstitutional. The court overruled the position taken by the company and held that inasmuch as the concern was engaged in interstate commerce its activities clearly came within the authority of Congress.

Manufacturing Held Local Activity

In the case of Foster Brothers Manufacturing Company, a Baltimore furniture concern, the court ruled against the Labor Relations Board, which had ordered the company to reinstate 10 employes who, the Board held, had been discharged because of labor union activities, and ordered the company to cease its unfair labor practices prohibited by the Labor Relations Act.

The company took the position that the Board was without authority because the company's business was intrastate, and was therefore beyond the power of Congress under the interstate commerce clause of the Federal Constitution.

The National Labor Relations Board ruling held that although the manufacturing plant of the company was located in Baltimore it imported supplies from other states and shipped manufactured articles to other states.

The Board decided that the operations of the company "constitute a continuous flow of trade, traffic and commerce among the several states," and that the company's unfair labor practices have "led and tend to lead to labor disputes burdening and obstructing commerce and the free flow of commerce."

From this point the Board ruled that the company had engaged and was engaging in unfair labor practices affecting commerce, within the meaning of the National Labor Relations Act.

The Appeals Court, basing its ruling on the U. S. Supreme Court's decisions in the National Industrial Recovery Act and the Guffey Coal Act cases, where it was held that Congress may not legislate with regard to local manufacture or production, decided that the business of the Baltimore concern was a local activity disassociated from interstate commerce and consequently not constitutionally subject to regulation by Congress.

LIFE IN THE SOVIET UNION

By A. F. of L. News Service.

Charles P. Nutter, a member of the Associated Press Foreign Staff, is investigating the living conditions of the "average citizen" of the Union of Soviet Socialist Republics.

According to a story written by Mr. Nutter from Moscow this average Soviet citizen "does what he is told without any questions asked, reads what the state thinks he should, lives where he is told, stays close to home and minds his own business."

Due to a shortage of housing, "he and his family live, eat and sleep in one room."

Under the system of militarism, "he joins the army at 19 if he is physically fit and serves two years compulsory training, whereafter he is placed on the reserve list, subject to call."

"He can't take a flier in real estate or the stock market, for no land is for sale and there is no stock market."

"He has freedom of thought as long as it is what he is supposed to think. If he wants to denounce Leon Trotzky he'll get an audience, but if he reverses that order he'll get in trouble."

In order that a check-up may be kept of his whereabouts, "he always carries his passport, without which he cannot go anywhere. He needs it to register at a hotel, enter a public building or buy a railroad ticket.

"He rests every sixth day instead of seventh, observing thus a six-day week. Sunday as a day of rest has been abolished."

The ability of the average Soviet citizen to possess things, according to Mr. Nutter, is extremely limited. "He owns little or no property, although today he can buy a small house in certain areas, together with enough land to raise his own vegetables. He can't become an employer, however, and aspire to live from the sweat of others. He pays little or no taxes, the state takes care of his insurance, doctor, hospital and undertaking bills."

Surrounded by all these and many other rules, Mr. Nutter concludes that "from capitalistic standards" the Soviet citizen "leads a pretty dull life, but he does remarkably little grouching about it."

862,109 Radios in Canadian Government-Operated System

Ottawa, Canada (AFLNS).—The radio business appears to be thriving in Canada under government ownership and operation, which was adopted by the Canadian Parliament more than a year ago. Under this system every radio owner is required to secure a government license. Statistics show that while 812,335 Canadians owned radio sets during the fiscal year 1935, 862,109 licenses were issued by the government during the last fiscal year, an increase of nearly 50,000.

Packers Face Another Charge Of Unfair Trade Practices

Washington, D. C. (AFLNS).—Secretary of Agriculture Wallace charged the Armour and Swift packing companies with engaging in "unfair trade practices" in violation of the packers and stockyards act.

Obtaining the entire meat business of steamship lines at New York because the lines hoped to "fare better in freight business of the packing companies" was one of the charges. A second charge was that some meat customers of the packers had obtained extended time in paying bills, constituting, it was alleged, a discrimination against other customers.

Roosevelt Favored By 90% of Workers

Green Informs the President His Prediction Is Made After Survey of Sentiment Among Both Organized and Unorganized Labor—Stresses Enforcement Of Government Contracts Act.

By A. F. of L. News Service.

William Green, president of the Americal Federation of Labor, informed President Roosevelt, at a luncheon at Hyde Park, N. Y., just before the nation's Chief Executive returned to Washington, D. C., that after a careful study he believed 90 per cent of the workers would vote for Mr. Roosevelt in the election on November 3.

After the luncheon Mr. Green repeated to newspaper correspondents the substance of his statement.

"I reported to the President," he said, "my findings about the political situation among the workers of the country. I stated that my appraisement of the political situation showed that 90 per cent of labor is for him, including both organized and unorganized. I think that appraisal is very accurate. It is based on reports I have received and contacts I have had all over the country.

"That fact is reflected in meetings of labor. Practically all of the state federations—there are 48 of them—and the national and international unions have adopted resolutions pledging their support to the President.

"Such unanimous action of that kind has never been taken in any campaign before, so far as I know."

The labor vote was estimated by Mr. Green as ranging from 8,000,000 to 10,000,000.

He said the practically unanimous feeling of the workers in favor of Roosevelt's re-election "is based on the fact that this administration rather speaks labor's language, and the humanitarian policies inaugurated by this administration ought to be continued by those who inaugurated them. By those policies, I mean social justice and the principle of collective bargaining, things which were never done by an administration before."

Government Contracts Law

The President was requested by Mr. Green to take some appropriate action with regard to the enforcement of the Walsh-Healey Act requiring the 40-hour week, the prevailing wage rate, and the abolition of child labor by firms given contracts to supply goods to the government. He pointed out that although the act became effective on September 28, Congress had failed to appropriate funds for its enforcement.

Mr. Green said he hoped the President could find some method of detailing existing agencies in the Department of Labor to administer the law, because there was increasing evidence that manufacturers were planning to evade its regulations.

Among these he cited what he claimed was the establishment of dummy wholesale companies by manufacturers, through which the latter could evade the labor restrictions as long as the secondary company complied with them, because the law applies only to those companies which deal immediately with government purchasing agencies.

ILLINOIS LABOR REFUSES INDORSEMENT OF C. I. O.

By A. F. of L. News Service.

The recent convention of the Illinois State Federation of Labor, held at Quincy, Ill., refused to indorse the Committee for Industrial Organization, which has been declared a dual organization by the Executive Council of the American Federation of Labor.

At its August meeting the Council decided that the unions constituting the C. I. O. must withdraw from that organization or stand automatically suspended from the A. F. of L.

The resolution unanimously adopted by the Illinois convention quoted with approval the following statement by William Green, president of the American Federation of Labor, in a letter urging the maintenance of the status quo of the local unions of the 10 national unions which withdrew from the American Federation of Labor rather than dissolve the C. I. O.: "Let us do all we can to heal the breach, to settle the controversy and to bring about unity and solidarity within the American Federation of Labor."

The resolution then said that "if the cleavage is maintained, if permanent division follows, if the labor movement is to be divided into unfriendly parts, then great harm must inevitably follow, the results of which it will take many long weary years to overcome."

"This, we believe," the resolution continued, "is being given consideration by the leaders on both sides of the present controversy. We express the very earnest hope that they will find a way to adjust the present situation in a manner that will permit them to cooperate wholeheartedly with each other.

"Indeed, we not only request, but urge, the representatives of the Executive Council of the American Federation of Labor and the trade union officials now comprising the Committee for Industrial Organization to consult and confer with each other for the purpose of developing some agreeable arrangement that will increase rather than diminish unity of the trade union movement and that will effectuate the desire of all concerned to extend trade union organization among all classes of workers in the United States.

"In conclusion, we express the opinion that the vast majority of the trade unionists in the State of Illinois desire to and will remain loyal to the American Federation of Labor."